

Semi-Weekly Camden Journal.

VOLUME 2.

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NUMBER 26.

THE CAMDEN JOURNAL.

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THE SEMI-WEEKLY JOURNAL
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Is published at Two Dollars if paid in advance, or Two Dollars and Fifty Cents, if payment is delayed for six months, and Three Dollars, if not paid until the end of the year.

ADVERTISEMENTS will be inserted at the following rates: For one square (14 lines or less) in the semi-weekly, one dollar for the first, and twenty-five cents for each subsequent insertion. In the weekly, seventy-five cents per square for the first, and thirty-seven and a half cents for each subsequent insertion. Single insertions one dollar per square.

The number of insertions desired, and the edition to be published in, must be noted on the margin of all advertisements, or they will be inserted semi-weekly until ordered to be discontinued, and charged accordingly.

Semi-monthly, monthly and quarterly advertisements charged the same as for a single insertion.

All communications by mail must be post-paid or secure attention.

The following gentlemen are Agents for the Journal:
Wm. C. CASTON, General Agent.
Col. T. W. HEVY, Jacksonville, Lancaster Dist.
S. H. ROSSER, Esq., Lancaster vills., S. C.
C. C. McCRAWEN, Carthage, N. C.
W. C. MOORE, Esq., Camden, S. C.
And Postmasters are requested to act as our Agents.

W. H. R. WORKMAN,

ATTORNEY AT LAW, Camden, S. C.
(Office immediately in rear of the Court House.)
WILL ATTEND THE COURTS OF
DARLINGTON AND SUMTER DISTRICTS.
Business entrusted to him will meet with prompt and careful attention. July 26.

MOFFAT & MOORE.

AUCTIONEERS & GENERAL AGENTS,
CAMDEN, S. C.
Jan. 6.

C. MATHESON,

BANK AGENT.
At his old stand opposite Davis's Hotel.

B. W. CHAMBERS,

Receiving and Forwarding Merchant,
AND
Buyer of Cotton and other Country Produce,
CAMDEN, S. C.

WILLIAM C. MOORE,

BANK AGENT,
And Receiving and Forwarding Merchant
CAMDEN, S. C.

REFFENCES—W. E. JOHNSON, Esq. Maj. J. M. DeSAUSSURE, T. J. WARREN, Esq.

Bogardus' Planetary Horse Power.
THE subscribers have received one of the above machines from the manufactory of Geo. Vail & Co., to which they would call the attention of those who want power for Ginning, Sawing or Grinding. Orders for any kind of MILL IRONS or CASTINGS will be promptly attended to. McDOWALL & COOPER.
A few Mill Cranks on hand.
Sept. 20, 1850. 75

Dry Goods.

THE Subscriber has just added to his stock of GROCERIES.
20 Pieces Cheap Calico.
30 " Home-spuns and Osnaburges,
Checks, Ticking, Shawls, Handkerchiefs,
Tweeds, Cassimeres, Dimmings, &c., with all articles usually kept in a well selected assortment.
W. M. C. MOORE, Jr.
Feb. 11 12

Carpetings and Rugs at Cost!

few pieces Carpetings, at positively cost.
By H. LEVY & SON.
Jan. 23 7

J. S. B. KERSHAW,

Attorney at Law and Solicitor in Equity,
CAMDEN, S. C.
Will attend the Courts of Kershaw, Sumter, Fairfield, Darlington and Lancaster Districts.

To Rent.

THAT brick dwelling and store, next to the "Mansion House," now occupied by T. Bonnell. Apply to J. B. KERSHAW, Esq.
Dec 24 101

The subscriber has just finished off a lot of Mahogany Rocking Chairs in plush. Also Sewing Chairs in plush and hair; very neat articles and at unusually low prices. C. L. CHATTEN.

Mill Gudgeons, &c.

Mill Gudgeons, 10 1/2 to 20 inch
Mill Cranks, assorted sizes
North Carolina, English and Northern Hollow Ware, assorted, from 1/2 to 55 gallons
Patent Iron Axles, 1 to 2 1/2 inch.
Mill Irons of any kind furnished to order.
McDOWALL & COOPER.
July 8 54

150 SIDES best Hemlock Leather.

Just received and for sale at 17 cts per lb. by JOHN W. BRADLEY.

CORN Shellers, Patent Straw Cutters, Ploughs, Patent Churns of the most approved kind—Rocking and sitting Chairs, Pails, Tubs, &c., just received by Sept. 17, [74]f. E. W. BONNEY.

Carpeting!!!

JUST opened and for sale, common, extra fine, super-fine, and imperial three ply Carpet, of new patterns. Also, Printed Floor Cloths, Rugs, and cotton Carpeting. Sept. 17, [74]f. E. W. BONNEY.

20 BOXES I. E. Cheese, small size, received and for sale, by SHAW & AUSTIN.

Feb. 18 14

3 BBLs. Kennedy's Boston Butter Crackers, received and for sale, by SHAW & AUSTIN.

Feb. 18 14

2 CASES Pie Fruit consisting of Rhubarb, Gooseberries, Peaches, Whortleberries and Plums, received and for sale, by SHAW & AUSTIN.

Feb. 18 14

1 Case Pate de Foie Gras Strasbourg. Received and for sale by SHAW & AUSTIN.

Jan. 30.

5 BOXES Smoked Halibut received and for sale by SHAW & AUSTIN.

Feb. 18 14

10 BBLs. Planting Potatoes, received and for sale, by SHAW & AUSTIN.

Feb. 18 14

THE SOUTHERN STORE.

ALL who wish Bargains, are invited to call at A. K. S. MOFFAT'S new Southern Store, third house above the bank of Camden, where they will find a complete assortment of DRY GOODS, GROCERIES AND HARDWARE, consisting in part, as follows:

Fancy and mourning Prints
7-8 and 4-4 brown Shirtings
Blue Denims and Marlborough Stripes
Satinets and Kentucky Jeans
Cloths and fancy Cassimeres
Negro Kersey; Bed and Negro Blankets
Mous. De aines, Gingham, &c.

Groceries.
Brown, Leaf, crushed and clarified Sugar
Rio and Java Coffees
New Orleans and West India Molasses
Mackerel, Nos. 2 and 3 in barrels
Cheese, Rice, Flour, Bacon and Salt
Raisins, Pepper, Spice
Tobacco, Segars, &c. &c.

Hardware.
Pocket Knives and Forks
Britannia and Iron Spoons
Trace and Halter Chains
Axes, Hammers and Hatchets
Spades, Shovels and Hoes
Hand, mill and crosscut saws
Vices, anvils and blacksmith's bellows
Nails, brads, tacks and spig
Knob, pad closet and stock locks
Iron squares, compasses and plane irons
Brushes, blacking, cotton and wool cards
Broadaxes and steelgrays; pots and skillets
Broad and narrow Iron &c.

Ready Made Clothing

of every description.
Saddles, Bridles and Martingales
Crockery and Glassware
Gunny and Dundee Bagging
Kentucky Rope and Twine
Together with every other article usually found in a well selected stock of Dry Goods, Groceries and Hardware. All of which will be sold exceedingly low for cash.
The highest market prices paid for cotton and other country produce.
Dec. 24. K. S. MOFFAT.

New Fall Goods.

THE subscriber respectfully informs his friends and the public generally, that he is now receiving his Fall supply of

Groceries, Domestic, &c.

Consisting in part of the following articles, viz—
Brown, crushed, loaf and clarified Sugars
New Orleans and Muscovado Molasses
Rio and Java Coffee
Rice, Cheese, Bacon and Lard
No. 2 and 3 Mackerel
Corn, Flour, Oats, Salt
Sweden Iron of all sizes
Powder, Shot, Lead, Soaps, Starch, Candles
Fine and common Tobacco
Bagging, Rope and Twine.
Men and boys' Wagon Saddles
Riding and Waggon Bridles
Hames, Collars, Riding and Waggon Whips

Also—

Crockery, Glass and Hardware
Colling's best Axes, Nails, assorted size
Pocket Knives, Knives and Forks
Negro Cloths,
Bleached and brown Home-spuns
Bed, Negro and Riding BLANKETS
A few cases of men and boys' Hats and Caps
With all other articles usually found in a well supplied Grocery and Hardware store, all of which will be sold exceedingly low for cash.
E. W. CHAMBERS.
Camden, S. C. Sept. 3. 70

MANSSION HOUSE.

CAMDEN, S. C.
GARD.

THE undersigned begs leave to return his grateful thanks to his friends and the travelling Public, for the liberal support which he has received since he has been opened, (four months) and has entered upon his duties for 1851, with renewed energy to endeavor to please all that may call upon him, both rich and poor. His House will be found one of the most desirable, situated, and best furnished Hotels in Camden. His servants also will be found respectful and attentive, and the table will be supplied with the best the market affords.
His Stables and Carriage Houses are roomy and always fully supplied with Proveder, and an experienced Hostler. An Omnibus calls at the House every morning for passengers for the Railroad. Give me a call and test my motto.
As you find me,
So recommend me.
E. G. ROBINSON.
Proprietor.
Camden, February 7th, 1851. 11

Temperance Hotel.

THE undersigned would respectfully inform his friends and the travelling public in general, that he has again rented the above Hotel for a short time and would respectfully solicit a portion of the patronage so liberally bestowed upon him heretofore, as no pains will be spared to make the traveller comfortable and at home.
The Stages, and Omnibuses will call regularly at the House for passengers, going by Railroad.
Also, Horses, and Buggies, can be had from him on reasonable terms, to go in the country.
J. B. F. BOONE.
Feb. 11, 12

Bounty Land.

THE subscriber will prosecute claims for Land or Pensions, on reasonable terms. Soldiers and officers, in the Mexican war, in the War of 1812, the Florida war, and other Indian wars, are entitled to Bounty Land. J. B. KERSHAW.
Dec. 24, 1810 Atty at Law.

A FEW more of those fine Beef Tongues, received and for sale, by MOORE'S.

Feb. 11 12

5,000 LBS. BACON HEADS, prime,

50 bbls extra Family Flour
30 boxes Adamantine Candles. For sale by
Jan. 21. JOHN W. BRADLEY

Notice.

HAVING disposed of my entire stock of Groceries to Mr. James I. Villepique, formerly of the firm of Paul F. Villepique & Son, I beg, respectfully, to solicit for him, the generous patronage of my former customers.
Those indebted to me either by note or open account, are earnestly requested to call on me at the old stand and settle, which will enable me to meet my own engagements.
S. BENSON.

Family Groceries.

SUGAR.—Loaf, Crushed, Pulverized, Clarified light and brown light N. Orleans and Mus. covado.

COFFEE.—Old Government Java, Rio, Lagaira, Chocolate, Broma, Cocoa.

TEA.—Imperial, Gunpowder, Hyson, Silverleaf Young Hyson, Orange Pehoe and Golden Clap.

FLOUR.—Baltimore in Bbls., Extra Family Flour in Bags from selected Wheat, Buck-wheat.

RICE.—Whole, Maccaroni, Farina, Currie Powder.

SOAP.—Chemical, Olive, Chinese Washing Fluid, Castile, Colgates, Fancy.

HAMS.—Baltimore Sugar cured, Dried Beef, Pickled Beef, Mackerel, No. 1 in Kits Salmon do., Halibut, Fresh Salmon, Lobsters, Sardines in whole, half and quarter boxes, Herring, Potted Yarmouth do.

PICKLES.—From Grouse & Blackwell, Underwood and Lewis.

KETCHUPS.—Worcestershire, Harvey, John Bull Tomatoe, Walnut, Mushroom, King of Oule's, Sals, Pepper and Pach Vinger, W. Wine do., Cider do., English and French Mustard, Spanish Olives, Capers, Anchovies Essences for flavoring.

PRESERVES.—Peaches, Apricots, Prunes in their own Juice, Pineapple, Limes, Figs, Raisins, Prunes.

CANDLES.—New Bedford Sperm, Solar do. Adamantine, Wax, colored do.

Received and for sale by SHAW & AUSTIN.

FARE REDUCED TO \$20 FROM Charleston to New York.

The Great Mail Route from Charleston, S. C. LEAVING the wharf at the foot of Laurens st. daily at 3 p. m. after the arrival of the Southern cars, via Wilmington and Weldon, Petersburg, Richmond, to Washington, Baltimore, Philadelphia, and to New York.

The public is respectfully informed that the steamers of this line, from Charleston to Wilmington, are in first rate condition, and are navigated by well known and experienced commanders, and the Railroads are in fine order, thereby securing both safety and despatch. A THROUGH TICKET having already been in operation will be continued on and after the first of Oct. 1-49, as a permanent arrangement from Charleston to New York. Passengers availing themselves thereof will have the option to continue without delay through the route or otherwise, to stop at any intermediate points, renewing their seats on the line to suit their convenience. By this route travellers may reach New York on the third day during business hours. Baggage will be ticketed on board the steamer to Weldon, as likewise on the change of cars at the intermediate points from thence to New York. Through Tickets can alone be had of E. WIN SLOW, Agent of the Wilmington and Raleigh Railroad Company, at the office of the Company, foot of Laurens street, to whom please apply. For other information inquire of L. C. DUNCAN, at the American Hotel.

Mar 3, 34

WHISKY, RUM AND BRANDY.

50 Bbls. Rectified Whisky,
50 bbls. New England Rum
5 casks Domestic Brandy
40 doz. Old Madeira Wine
60 doz. Porter and Ale in quarts and pints
Received and for sale by
Jan. 20 JOHN W. BRADLEY.

FINE IRISH POTATOES—A few bbls. just received

and for sale by SHAW & AUSTIN.

1 Case Green Peas, (French.) Received and for sale by SHAW & AUSTIN.

SHAW & AUSTIN.

Notice.

ALL persons having demands against the Estate of J. C. Doby, dec'd will present them properly attested, and those indebted will make payment to J. DUNLAP, Adm'r.
Jan. 30. 9

Domestic Items.

BROWN and bleached sheetings, every width, Tickings; English Long-cloths; Counterpanes, plain and figured curtain Dimity; garmant Dimity; colored Home-spuns and Denims; plaid Linsey, Flannels and Blankets, at all prices.

Also—

1150 pieces of bleached and brown Home spuns as low as they can be bought any where in America. At JAMES WILSON'S.

Notice.

AS I am about to leave this State, to travel abroad, I hereby appoint Mr. Thomas Lang as my general agent, to attend to my affairs during my absence.
L. C. ADAMSON.
Feb. 14 13 swif

Hardware, Groceries, Bagging, Rope and Twine.

READY-made Clothing, Hats, Caps, Bonnets, Boots and Shoes &c. Just received and for sale at the lowest prices possible by M. DRUCKER & CO.

FRENCH, German and English Plain Cashmeres, for Ladies Dresses. Also—Velvet and other Trimmings, opened this day, at BONNEY'S

French Brandy.

Superior French Brandy, for Medicinal purposes. For sale at McKAIN'S DRUG-STORE.

1 CASE Fruits in their own juice, assorted. Received and for sale by SHAW & AUSTIN.

SHAW & AUSTIN.

Choice Segars

OF the favorite Brands—
Gold Leaf,
Esculapio,
La Fortuna,
La Esmeralda, &c. &c.,
always to be found at H. LEVY & SON.
Feb. 24, 1851, 16

Fruits! Fruits!!

PINE Apples, Bananas, Plantains and West India Oranges, just received at MOORE'S.

Feb. 11 12

Ledy's Blood Pills.

A LARGE and fresh supply of the genuine article, just received at Z. J. DEHAY'S.
Aug. 20 66

ESSAY ON PLANK ROADS.

BY W. H. GREGG.
DELIVERED BEFORE THE LITERARY CLUB OF CHARLESTON.

A COMPANY of gentlemen of Edgefield District, with a few individuals of Charleston, propose to build a plank road from this city to the mountains. The plan, is to commence at Charleston and proceed to the vicinity of Abbeville Court-House, taking the direction of the South-Carolina Rail-road, and crossing the Edisto between Branchville and Orangeburg; there striking the dividing ridge between the two Edistoes which leads, without crossing water, to the ridge which divides the waters of the Savannah and Saluda. There is probably no location in the United States which will afford easier average grades—they may certainly be reduced to 1 in 50 both ways as far as Abbeville, and beyond that to Pendleton 1 in 30.—Among the great improvements which characterize the present age of progress, and which have so materially aided in diffusing the comforts of human life, the plank-road is destined to occupy a prominent place. Good common roads tend to change the condition of the farmer wherever they are extended; the plank-road gives him a thoroughfare infinitely superior to any other, not excepting the railroad; this superiority consists in its peculiar adaptation to the wants of a people who necessarily maintain a large number of horses which are fed and kept in idleness at a season of the year when crops are sent to market; a motive power which would carry a crop to market on a plank-road without cost except for tolls. The travelling community will, by the same means, move without being subject to the rules and regulations of others, as to the time, speed or equipage in which they may desire to travel.

The cheapness and facility with which plank roads may be constructed in our State, need only to be made known to produce a change which shall in a few years annihilate one of the greatest evils known to our country—the mud and mire through which our bulky and valuable products are yearly dragged to market.

In many parts of our country this is a source of involuntary hermitage; for a days' journey is not attainable except through roads which seem to have concentrated all the evils that could embarrass a traveller. Plank-roads, by penetrating our forests, will find materials for their construction, and afterwards afford the means of carrying them into portions of our State where timber has been exhausted.

They will be the means, when introduced, of redeeming and settling lands hitherto considered useless, and will so expedite travel as to bring a large range of surrounding country so near to us, as to be, as it were, the environs of our city. The plank-road is the road of the people, open to all, affording relief to the heaviest burden, multiplying and cheapening the facilities for carrying produce to market, and affording a delightful means of travel.

We can trace their origin to Russia, but are unable to fix the date. They were introduced into Canada in 1831, into New-York in 1840, and recently into North Carolina, Georgia, and other Southern as well as Western States.—They have superseded McAdams roads, and in some instances have maintained a successful competition with rail-roads. Even in countries where stone is plenty and wood comparatively scarce, they are one-half cheaper than McAdams roads, and one tenth of the cost of rail-roads.

Where constantly used by burden wagons, they are more durable and less costly than McAdams roads, including the outlay necessary to relay the plank-road once in nine years. A mule may draw twice as great a load on a plank road as he can on a McAdams road, travel with greater speed and more ease to himself, while there will be less wear to the vehicle which he draws.

The State of New-York; the first to introduce them, has in five years extended this species of improvement over a thousand miles, all of which is now completed and in daily use.

In the whole history of internal improvements there is scarcely any thing which surpasses the rapidity with which this system has developed itself. Plank-roads, by the side of rail-roads, in New York, are paying from 10 to 15 per cent. interest, and carrying passengers at two cents a mile.

While we see other States progressing in this practical way, we in South-Carolina are in the midst of a rail road mania. We seem to have passed by, unnoticed, the fact that, notwithstanding 18 years have elapsed since the S. Carolina R. R. to Hamburg was put in operation, the country through which it passes remains a comparative wilderness, with its hundreds and thousands of acres of heavy timber untouched, except the small portion used by the rail-road for its construction and repairs. A plank-road would have long since carried this timber to market, and converted the present wild lands into cultivated fields.

It is the received opinion all over the world that the improved condition of the common roads and bridges of a country, are evident signs of the progress of civilization; but our planting States seem to be an exception to the rule, for with all our wealth and refinement, our market roads, over which millions of dollars worth of agricultural products annually pass, have had but little more labour bestowed upon them than to clear away the forest timber and erect the rudest temporary bridges.—In the winter season, when our great staple, cotton, ought to be carried to market, they are frequently almost impassable even for empty wagons.

In looking back into the history of the last thirty years in South Carolina, we find that, notwithstanding this unpardonable state of things, the public mind has occasionally been excited, and I may say convulsed, on this sub-

ject. The mania for internal improvements which prevailed in 1820, in this State, can be characterized by no more appropriate term than convulsion, for in a state of feverish excitement she expended millions of dollars in works for which the country was not prepared, and which proved to be a waste of money. The amount of capital expended in those useless canals, would have constructed McAdams roads to every important section of our State, serving, at that period, to cheapen the transit of produce to market, and at this time as a basis for the plank road, so admirably adapted to our country, and which, in my opinion, is destined to supersede all other modes of transit.

Rail-roads are expensive in their first outlay, and extremely complicated and expensive to keep up. They seldom improve the country through which they pass, and are beneficial to cities only, by reaching sections of country which have no natural outlets, and which are beyond the reach of a wagon trade, over good common roads. They are profitable to stockholders only when located on great thoroughfares for travel, and where they can be used to extend the commerce of a city. Out of the 9,000 miles of rail-road now in use in the U. States, it is surprising to learn how few of them yield a profit commensurate to the capital which has been invested in their construction. It certainly ought to admonish us against injudicious selections of the mode of improving the highways of the State, and of the fatal consequences of exhausting the energy and capital of a country to construct works which, however gigantic in their conception, will not prove sufficiently useful to pay for keeping them up. I allude to the present state of public sentiment from no unkind feelings towards the rail-roads now being projected and in progress in our State, but from a settled conviction that public opinion, in this particular, is entirely in error.

Rail-roads are necessarily costly works, and ought not to be attempted except by capitalists for bona fide investment. When there is not a sure prospect of profitable returns, capitalist will not lend their aid, and the work has to be commenced by exciting appeals to patriotism, and plausible arguments as to the advantages which will accrue to every individual through whose neighborhood it may pass. The work is often commenced after receiving promises for but half the capital necessary to complete it, depending on loans for the balance; and when completed, is found to have cost more than the estimates, thus starting under the disadvantage of a heavy debt. Then comes the great difficulty, which is the pith of the argument in favor of other modes of improving the highways of S. Carolina.—In case the large outlays necessary for the purchase of complicated machinery, the erection of workshops, to keep it in repair, the necessity for high salaried officers, such as a President, Treasurer, Auditor, Agent of Transportation, Civil Engineer, and foreman of workshops; also skillful workers in iron and wood, painters, upholsterers, receivers and deliverers of freight, laborers to load and unload, a regiment of clerks and book-keepers, working engineers, conductors, firemen, &c. To all of these ramifications of expense, the extent of which is scarcely conceivable by the best informed in such matters, must be added the wear of iron and decay of timber, slow but sure, in their eventual destruction of property, and which cannot be neglected even for a day. Much diversity of opinion exists among rail-road managers as to the extent which rail-road companies should engage in the manufacture and repair of machinery; in my opinion, large sums of money have been wasted in this way, and the extent of such establishments ought to be decided by the facilities immediately at hand to have the work done by private contract. All interior roads would be under the actual necessity of doing such work for themselves, however costly it might prove to be. The workshops now being erected by the South-Carolina Rail-road Company in this place, are on an extensive scale. Without pretending to enter into any argument as to the policy, I do not hesitate to express the opinion that when this establishment is fully equipped with men and machinery; that in the absence of the most consummate skill in managing, it will sink, in the wear and tear of machinery, waste of material and injudicious application of mechanical labor, a larger sum per annum than would be necessary to pay a good dividend on the investment necessary to build a plank-road 160 miles long. The mere working of the S. Carolina Rail-road costs, in round numbers, over \$1,200 per day for every working day in the year. As I have before observed, rail-roads are exceedingly complicated works, costly in their construction and outfit, and in their management, and we think that the least reflection ought to convince us that they are only fitted for locations where they can obtain the patronage of an extensive mercantile or manufacturing population.

How striking the contrast between rail and plank-roads in every point of view. The permanent cost of a plank-road ceases with the construction of the highway. With the same original expenditure it accommodates a thousand or a million tons of transportation, while the rail-road requires large investments in machinery for any additional influx of trade, whether permanent or temporary. The plank-road is capable of meeting all the wants of our country, and superior to the rail-road in every particular but of indulging our fancy in rapidly passing from one point to another; it is so simple and cheap in its construction and management, that there is scarcely a village or an agricultural section of our country that cannot afford to build and maintain one.

After the construction is completed, the commonest labor of our country can be used in keeping them in repair. The whole expense of conducting the affairs of a plank-road from this city to the mountains, would be embraced in the salary of a treasurer or general supervi-